

March to his friend

FOURTH ANNUAL REPORT

J. H. Ewing Esq.

OF THE

5

BOARD OF PUBLIC WORKS

OF THE

STATE OF OHIO,

MADE TO THE

THIRTY-NINTH GENERAL ASSEMBLY.

JANUARY 12, 1841.

COLUMBUS:

SAMUEL MEDARY, PRINTER TO THE STATE.

1841.

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REPORT.

OFFICE OF THE BOARD OF PUBLIC WORKS,
COLUMBUS, *January 12, 1841.*

To the Hon. General Assembly of the State of Ohio:

In obedience to law, the board submit their annual report.

The act of the General Assembly of March 23, 1840, having reduced the number of the acting commissioners of the board, to three, the following division of the several works committed to their charge, was made to the acting commissioners, respectively:

To Leander Ransom, the charge of the Ohio Canal, Walhonding Canal, Hocking Canal, and Muskingum Improvement.

To T. G. Bates, the Miami Canal, Warren County Canal, Extension of the Miami Canal, and the National Road.

To Rodolphus Dickinson, the Wabash and Erie Canal, and the Western Reserve and Maumee Road.

The different works will be noticed in order.

OHIO CANAL.

This canal was prepared for navigation early in April, and but one breach of any magnitude, occurred during the season, to prevent uninterrupted business.

The new reservoir and feeder on the Portage Summit, were completed early in the summer, but only in time to be partially filled. No inconvenience has been experienced this season, on either of the summits, from a deficiency of water, and it is confidently believed, that the present arrangements for water will be sufficient to meet any further demand for this canal.

As an index of the business of the season, the following comparative extracts are made from the statement of receipts and shipments at the collector's office in Cleveland, for the last two years:

<i>Received.</i>	1839	1840	<i>Increase.</i>
Bushels of wheat,	1,515,820	2,155,407	639,587
Barrels of flour,	264,887	505,461	240,574
<i>Shipped.</i>			<i>Decrease.</i>
Pounds of merchandize,	19,125,852	10,783,514	8,342,338
Barrels of salt,	109,916	77,254	32,662

From the foregoing extracts it will be seen that there has been a very great increase in the receipts of wheat and flour, and an unexampled decrease in the shipments of merchandize and salt. These results were to some extent anticipated, and, at the same time, it was feared the increase of exports would not be sufficient to counterbalance the loss to the revenue, from the decrease of imports.

The amount received for tolls, fines and water rents, by the collectors on the Ohio Canal, for the year ending December 1, 1840, is.....		\$452,122 03
The amount received for 1839, was.....		423,599 84
Showing an increase for the year, of..		<u>28,522 19</u>

The expense of superintendence and making repairs, has been very considerably diminished the past year, compared with previous years, from several causes; one of which is the decreased price paid for labor, and for provisions of all kinds. It is true, not as many heavy and expensive structures have been rebuilt this year, as in 1839, yet many repairs, of a permanent character, have been made.

In rebuilding the lock near Massillon, of twelve feet lift, two locks of six feet lift, each, have been substituted. This work had been commenced previous to the last annual report, but the expense of rebuilding has been mainly included in the accounts of this year. A number of the locks, particularly on the line between Dover and Cleveland, have been protected by a crib-work, placed at the head, and in some instances at both the head and foot, formed of hewn timber, and filled with stone or gravel. Experience has shown this to be a very important and valuable protection to the walls of the locks.

The Licking Summit Reservoir, having been originally constructed without felling and removing the timber, the artificial embankments, so long as the timber remained, needed no protection from the action of the water. This timber has for the last year or two become so much decayed, that the greater portion of it has fallen; in consequence of which, considerable expense has been incurred this season, in protecting the banks with stone.

The rebuilding of the Brush Creek aqueduct, which had been commenced in the fall of 1839, was completed early last spring. It now consists of two abutments of cut stone masonry, with a wood superstructure, similar in plan and construction, to the Circleville and Paint Creek aqueducts, except that it has only one reach of one hundred feet span.

The trunk of the Yellow Bud aqueduct was also rebuilt during the past winter. Several other repairs, of less magnitude, have been made, besides the ordinary repairs of removing bars, raising and protecting banks, opening ditches, &c., &c.

There has been paid on this canal, during the year ending November 15, 1840, by Leander Ransom, acting commissioner:

To contractors on Portage Summit Reser- voir.....	\$25,438 11	
on new Portage feeder.....	1,277 80	
for raising four mile level..	1,182 16	
for building lock houses.....	3,563 19	
for ordinary and extraordi- nary repairs... ..	106,570 76	
	<hr/>	\$138,032 02
On awards of damages.....		22,066 00
Land purchased for lock houses		50 00
		<hr/>
Total payments from general fund ..		160,148 02
There has also been paid, during the same period, to engineers and assistants, and for incidental expenses, including blanks and printing for the collectors of tolls on this canal, by Leander Ransom, acting com- missioner.....		6,432 19
		<hr/>
Making the total payments on this canal for the year..		<u>166,580 21</u>

With no ordinary degree of gratification, the board are enabled to state, that their anticipations, as expressed in their last annual report, in relation to the revenue of this canal for 1840, have been more than realized, and that the net proceeds from tolls, fines and water rents, after deducting every expense, for superintendence, making repairs, and collecting the revenue, is more than sufficient to pay the interest on the cost of its construction. This period has been looked for with much anxiety, as well as assurance, by the more sanguine supporters of the system of internal improvements adopted by the state, and with doubt, approaching to unbelief, by the less sanguine. If at this time, when but "here and there" a spot is cultivated, and the resources of the state are so partially developed, and when the commercial prosperity of the country is at so low an ebb, the net revenues shall pay the interest on the cost of this work, what may be reasonably anticipated in after time?

The amount properly charged to the construction of the Ohio canal, as stated by the board in their last annual report, and which had been made up with much care, is	\$4,641,356 93
The amount to be charged this year under that head, for constructing Portage Summit reservoir and feeders, lock houses, and other items, together with such awards as are not chargeable to repairs, is....	53,577 26
	<hr/>
Making the total payments for construction.....	<u>4,694,934 19</u>

The amount received, as before stated, for tolls, fines and water rents, is..... \$452,122 03

From which deduct the following items:

Amount paid for superintendence and repairs.....	\$106,570 76	
engineers and assistance, & for incidental expenses..	6,432 19	
to collectors and inspectors, for their services and incidental expenses, including tolls refunded.....	9,001 29	
	<hr/>	122,004 24
Leaving the net revenue		<u>330,117 79</u>

Or a fraction over *seven* per cent. on the cost of the canal.

WALHONDING CANAL.

The appropriation of last winter not being sufficient to complete this canal, the contractors were informed of the fact, and permitted to progress with their work, so as not to produce very great embarrassments.

The principal items of work required to complete this canal, consist of a feeder dam, a few courses of masonry on two guard locks, one half the masonry of three combined locks, and a small quantity of excavation and embankment, on different parts of the line. Should an appropriation be made, sufficient to complete the work, the whole line can be ready for navigation by the first of July next.

There has been paid on this canal, during the year ending November 15, 1840, by Leander Ransom, acting commissioner:

On contracts.....	\$70,820 06
On awards of damages.....	1,950 00
To engineers, assistants, superintendents of masonry, and for incidental expenses.....	5,867 14
	<hr/>
Total payments for the year.....	78,637 20
To which add former payments.....	412,727 76
	<hr/>
Total payments to Nov. 15, 1840....	<u>491,364 96</u>

HOCKING CANAL.

The unexpended balance of the appropriation for this canal, having been too limited to enable the board to prosecute the work on the whole line, with vigor, their efforts were directed to the completion of the two divisions, extending from Lancaster to Nelsonville, a distance of thirty two miles. This portion of the line was so far completed

as to permit the introduction of water, and the passage of boats in September last, by which means considerable quantities of coal, salt and other products of the valley, have been transported to different ports on the Ohio canal. On the remaining division, of about fifteen miles, extending from Nelsonville to Athens, the lower termination of the canal, one third the aggregate amount of work is done, in detached parcels. This division was placed under contract early in September, 1839, but from the want of funds, as before stated, only one payment of fifty thousand one hundred and thirty dollars, has been made to the contractors.

It is important, situated as this work now is, and from the embarrassed condition of many of the contractors, that an early appropriation be made, and funds provided for the amount now due, as well as for the further prosecution of the work. By its completion, a communication is opened with that portion of the line already completed, and what is generally termed the "salt region," and the better portion of the "coal region," which lies along this division of the canal, and from which a large part of the revenue of this canal is to be derived.

Contracts were entered into in July last, for increasing the width and depth of that portion of the Hocking canal, usually called the Lancaster side-cut "Summit," of near three miles in extent, to be completed early next spring; and considerable progress has already been made with the work. When this work is completed, the two wood locks will be dispensed with, and all obstructions, resulting from a scarcity of water on this part of the line, removed.

There has been paid on this canal, out of funds appropriated for that purpose, for the year ending November 15, 1840:

By William Wall, acting commissioner:	
On contracts	\$35,779 63
By Leander Ransom, acting com.	
On contracts	102,317 29
<hr/>	
Total payments on contracts	\$138,09 692
There has also been paid, during the same period, to engineers, assistants, and for incidental expenses,	
By William Wall, acting commissioner....	\$4,342 02
By Leander Ransom, " "	3,636 11
<hr/>	
	7,978 13
<hr/>	
Total payments for the year	146,075 05
To which add former payments	475,300 23
<hr/>	
Total payments to Nov. 15, 1840	621,375 28
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The amount of tolls received on this canal, for the year ending December 1, 1840, and which were collected principally on the first eight miles, is	
	<u>\$2,326 69</u>

MUSKINGUM IMPROVEMENT.

Previous to the adjournment of the board, last spring, the importance of completing this improvement, before the close of the year, was duly considered; and arrangements of such a character were made, for the consummation of so desirable an object, as the several interests involved seemed to require.

The failure, on the part of the state, for two successive years, to make full and prompt payments to the contractors, when most needed by them, operated, with much force, against every effort of the agents of the state, in urging the completion of this work. Much, however, has been accomplished, and at this time but little remains to be done, to place the improvement in a condition for successful operation. Notwithstanding the board have not been enabled to complete the entire work, enough has been done to secure the passage of the salt and produce boats, from the pool of the dam, above M'Connelsville, to the Ohio river, through the locks, with the exception of the lock five miles above Marietta, where it is necessary to remove a part of the loading, to enable the boat to pass over, or through, a part of the dam, which had been left in an unfinished state for that purpose; it having been found impracticable to raise the gates of the lock at the late period of completing the masonry. Boats can also pass from Taylorsville to the Ohio canal, through the Dresden side-cut.

From the unfinished condition in which many of the works, on this improvement, were necessarily left at the close of last season, considerable damage was done during the fall and winter, at several points, by high water. These damages, however, were not as extensive, nor of as serious a character as might have been reasonably anticipated.

The dam above Zanesville, which was originally constructed only 350 feet long, and much too short, the abutment of which had been so much undermined during the winter of 1838, that a part of it had fallen, was last winter, by the reaction of the water passing over the dam, entirely thrown down, and a channel for the river formed around the end of the dam, without disturbing it. In repairing this breach, the dam has been increased in length, near 200 feet, by which means the cause producing the reaction of the water, is removed, and the dam now considered permanent.

The dam at Zanesville, which had been completed in the fall of 1839, the lower slope of which was covered with two lengths of four inch planks, was considerably damaged last winter, by the reaction of floating timber, which passed the dam during two successive floods. Many of the planks were either entirely torn off, or very much broken, and a part of the stone filling washed out. The covering on the lower slope has since been all removed, and after replacing the stone that had been washed from the body of the dam, and constructing a crib of timber, filled with stone, and planked on the top, for such portions of the dam as needed an apron, the whole of the lower slope has been covered with planks, six inches thick, extending the whole length

of the slope. This covering, it is believed, will effectually resist the farther reaction of floating timber.

The dams at Taylorsville and M'Connelsville, were also considerably damaged, but have been repaired in a similar manner to the one at Zanesville. For such of the other dams that were not planked, or provided with planks and spikes, so as to make a change, in this particular, very expensive; six inch planks, of the whole length of the lower slope of the dam, have been substituted for the two lengths of four inch planks. Several improvements have been made in the construction of the work, during the season, that were indicated by the effects produced by the winter and spring floods.

The injury produced by two successive breaches in the banks of the canal, at Zanesville, induced the belief that guard locks at the head of the canals, at Zanesville, Taylorsville, and M'Connelsville, were indispensably necessary for the safety of these works, and contracts were accordingly entered into, during the summer, for their erection, and they have since been completed.

The dams are all completed, with the exception of a small amount of work, to be done to the dam above M'Connelsville, at Ludlow, at Cats creek, and at Devolls. The locks are all finished, except putting up the gates of the one above M'Connelsville, and one at Devolls. Should funds be provided in season, the whole work can be completed, and in readiness for navigation, early next spring.

Since the 15th of September, tolls have been charged and collected, on boats and their cargoes, passing on the improvement, from Zanesville to the Ohio canal side-cut at Dresden.

The amount of tolls and water rents received for the year ending December 1, 1840, is \$2,388 48.

There has been paid on this improvement, at and above Zanesville, out of funds provided for that purpose, for the year ending November 15, 1840:

By William Wall, acting commissioner, on contracts.....	\$13,284 98	
By Leander Ransom, acting commissioner, on contracts	24,950 00	
By Leander Ransom, acting commissioner, on awards.....	3,107 00	
By William Wall, acting commissioner, on awards.....	250 00	
Total payments for the year.....	—————	\$41,591 98
To which add former payments.....		164,368 58
Total payments on this division.....		<u>205,960 56</u>

There has been paid, during the same period, on this improvement, below Zanesville, out of funds appropriated for that purpose:

By William Wall, acting commissioner, on contracts.....	\$87,724 00
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By Leander Ransom, acting commissioner, on contracts.....	\$204,030 00	
By Leander Ransom, acting commissioner, for land.....	800 00	
	<hr/>	\$292,554 00
There has also been paid, during the same time, to engi- neers, assistants, superintendents of masonry, and for incidental expenses:		
By William Wall, acting commissioner.....	\$2,319 74	
By Leander Ransom, " "	4,606 48	
	<hr/>	6,926 22
Total payments for the year.....		299,480 22
To which add former payments.....		580,729 18
		<hr/>
Total payments on this division.....		<u>880,209 40</u>

MIAMI CANAL.

This canal was put in such general good order, by the operations in 1839, and the two preceding years, that it was considered unnecessary to create much expenditure during the past season.

The sum expended for that purpose will, therefore, be found to be very much reduced below that of former years.

Although the navigation has been constantly kept up throughout the year, yet the tolls have been considerably diminished. This arises from the falling off in the importations of merchandize, which, it will be seen by an inspection of the tables, is reduced to little more than one half of the amount shipped in 1839. Nearly every article of domestic production, upon which less toll is charged than upon merchandize, has considerably increased. In the single instance of flour received at the port of Cincinnati, the increase amounts to nearly twenty eight thousand barrels.

There was received, for tolls and water rents, during the year ending December 1, 1839	\$78,601 19
There has been received during the year ending De- cember 1, 1840, for tolls and water rents.....	72,612 88
	<hr/>
Showing a diminution during the passed year, of.....	<u>5,988 31</u>

There has been paid on this canal, during the year ending November 15, 1840, by T. G. Bates, acting commissioner:

On contracts	\$18,564 24
On awards of damages.....	195 00
To engineers, and for incidental expenses.....	1,433 75
Pond drains.....	1,542 00
	<hr/>
Total.....	<u>21,734 99</u>

Which sum, exclusive of the amount paid contractors, for draining the ponds, deducted from the amount of tolls received, will leave a total of net receipts amounting to \$52,419 89, which is nearly 5½ per cent. upon the cost of the work.

It will become necessary, during the ensuing season, to take up, and re-lay, one or two locks, and permanently construct several tumblers or water guages, and to rebuild the trunk of the aqueduct over Dick's creek. These works, together with such other repairs as may become necessary, will cause an expenditure of about \$30,000. It is believed, however, that by prudent and careful management, this work will always, hereafter, pay the interest upon the cost of its construction.

WARREN COUNTY CANAL.

This canal is now fully completed and in full operation. The work has been, generally, well executed, especially the masonry of the locks, and aqueducts, which are constructed in the best style, and with excellent materials. The reservoirs, at Lebanon, have been found to answer the purpose for which they were constructed.

The Warren County Canal was first commenced by a company of individuals, residing, principally, in that county and its vicinity, under authority conferred on them by a charter; after expending about twenty two thousand dollars, the company transferred its interest in the work, to the state of Ohio, since when, it has remained under the charge of the board.

So little time has elapsed since its completion, that it would be, perhaps, unfair, for the present, to attempt a calculation of the advantages to be derived from this work to the state.

The object proposed by its projectors, was to open an easy communication with the Miami canal, by which, transportation of the produce of Warren county, one of the most fertile in the state, should be rendered more cheap and certain. Since the commencement of the work, however, turnpike roads have been constructed through the county, leading to Cincinnati, which will enter into competition with the canal to such an extent, perhaps, that it will be of very little benefit to the state, until a communication shall have been opened to Lake Erie, through the Miami, and Wabash and Erie canals. Until then it will not, probably, afford more income than will be sufficient to keep it in good repair.

There has been paid on this canal, during the year ending November 15, 1840, by T. G. Bates, acting commissioner:

On contracts	\$38,204 75
For wages of engineers, and incidental expenses	523 50
	<hr/>
	38,728 25
	<hr/>
Total payments on this canal to Nov. 15, 1840..	<u>\$217,552 16</u>

EXTENSION OF THE MIAMI CANAL.

The work on this canal has not been carried on with much energy during the past year, owing to the fact, that the contractors were aware that regular payments could not be made. Many of them, taking advantage of this circumstance, have been enabled, by reducing the price of labor and provisions, to manage their work with more than usual economy. Upon a line, however, of 59 miles extent, all under contract, the want of regular payments has been severely felt. It has been customary, in order to procure sufficient competition to enable the board to make contracts for work at fair prices, to assure bidders, that their work would be estimated and paid for, by the state, regularly once in every sixty days, or as often as it could, with propriety, be done. This course has had the effect to secure abundant competition, and to place the great body of the work in the hands of men who were enterprising and industrious, but comparatively poor. Such men are, most frequently, the best of contractors, but are little able to sustain themselves and make their work profitable, without the aid of frequent and regular payments. Notwithstanding the evils attending partial payments, which are serious, and call loudly for relief, the work has progressed steadily, and, it is believed, has been faithfully and honestly executed. The Sidney Feeder, intended to supply the summit level of the canal with water, from the Miami river, is nearly completed, and can, probably, be rendered navigable during the ensuing season. Several of the locks have been completed, in a superior style of workmanship, and many of the lighter contracts, consisting of earth work, have been accepted and taken off the hands of the contractors. The eastern embankment of the great reservoir, in Mercer county, is completed, and the "deep cut," through the ridge dividing the waters of the St. Mary's from those of the Auglaize, is in a state of forwardness. The deep cut on the summit level, between Loramie creek and the St. Mary's river, is nearly completed.

As the whole of this work may be completed within two years, and a large portion of it would be unavailable without a greater supply of water than could be obtained in the dry seasons, from the Miami river, the acting commissioner ordered a survey of the embankments of the Lewistown or Logan county reservoir to be completed, and the work to be prepared for contract. This reservoir is situated near the heads of the Miami river, in Logan county, and is intended to suspend the flood waters of several branches which form the sources of that river, in order to supply the deficiency of water in the summer and autumn months. It will cover an area of about 5000 acres, and will, without doubt, afford a sufficient quantity to supply the canal. Several sections of abandoned work have also been advertised for re-letting.

A portion of the line extending from the "deep cut" to the junction with the Wabash and Erie canal, thirty three miles in length, remains to be put under contract so soon as the finances of the state will render the measure justifiable.

The board are of the opinion, that the grubbing and clearing of this part of the line should be placed under contracts, separately from the other work, during the present year. The utility of such a measure will become apparent, when it is considered that the line will be located through low flat lands, mostly uncultivated and wild, the contracts for which, if cleared, it is believed would be bid for at considerably reduced prices, as to excavation and other work, when it shall become necessary to let it.

Upon that portion of the extension of the Miami canal, which is now navigable, business, though still light, has considerably increased. The tolls and water-rents, as will be seen in the comparative tables, are about fifty per cent. above the receipts of the year 1839, and the expenditures, for repairs, are much less than they were during that year. This portion of the canal, however, can never become very valuable, until the whole work is completed to the lake. When such shall be the case, and the lands upon its borders become settled and cultivated, it is confidently believed that its income will not be less, if it does not exceed, that of any other work of equal magnitude in the state.

Upon mature reflection, the acting commissioner was satisfied that a reduction of the corps of engineers, to the extent contemplated by the law, could not take place upon this line without serious injury to the service and state. Some reduction has been made in the number of men employed, so that the expense of engineering and superintendence is cut down, nearly, to the effect contemplated by the law.

There has been paid on this canal, during the year ending November 15, 1840, by T. G. Bates, acting commissioner, out of the funds appropriated for the extension of the Miami canal:

On contracts.....	\$425,503 50
For wages of engineers, purchase of land, payment of awards, and for incidentals.....	12,307 50
Total payments for the year.....	\$ 437,811 00
To which add former payments.....	1,069,098 83
Total payments on this work to Nov. 15, 1840	<u>\$1,506,909 83</u>

WABASH AND ERIE CANAL.

At the close of the last year, and until the month of April, the prospect of obtaining money, for completing this work was so doubtful, that contractors were advised of the fact, and recommended to use their own discretion, and consult their own convenience in prosecuting their jobs; consequently, not as much work was performed during that time as would have been done under other circumstances. But from the first of April until the month of July, the season of the year when laborers usually leave the canal, on account of sickness, the work progressed as rapidly as could have been expected, with the limited number of laborers remaining on the line.

Since the first of October, the close of the sickly season, laborers have been abundant, and the work has been urged forward, with a zeal creditable to the contractors, and removing all doubt as to the speedy completion of the canal.

This canal line, including the side cuts, is about eighty nine miles long, and divided into one hundred and twenty nine sections varying from a half to one mile in length. Fifty of these sections have been completed, and accepted, and thirty more, so far completed as to require but little more than trimming, preparatory to letting in the water. The remainder of the line is all under contract and in an active state of progress.

In the month of September last, that portion of the line consisting of a nineteen mile level, between the head of the rapids and Maumee city, was completed, and the water let in to the depth of five feet.

The want of suitable material, near the canal line, for the construction of two locks, and several culverts above the head of the rapids; rendered it necessary to procure the face stone from the peninsula, in Ottawa county. These stone are brought, in lake vessels, to Maumee city, then transferred into canal boats and taken through the canal into the river, at the head of the rapids, and delivered at the several points, where the locks and culverts are building. It was of great importance, and, in fact, absolutely necessary; to the completion of this work, the present season, that the navigation of this nineteen mile level, should be opened at as early a day as practicable.

In the construction of this work, the greatest difficulty, which contractors have to encounter, is the progress of the masonry. For five months of the year, owing to the severity of the climate, this kind of work is entirely suspended by frost; and for three months, during the sickly season, greatly retarded, and in many instances, an entire suspension. In consequence of these difficulties, the masonry is not so far advanced as the earthwork. All the stone for the locks and culverts are prepared, or will be, during this winter.

All the locks and culverts are commenced, except the three locks connecting with the Maumee river, at Manhattan, Toledo, and Maumee city. Several of the culverts are completed, and a number of the stone locks nearly so. From Defiance, to the state line, the want of proper material rendered it necessary to build the locks of wood. It was believed that this arrangement would be for the interest of the state, and that when these locks should require to be reconstructed, the facility of canal transportation, from points where proper material could be obtained, to that portion of the canal where none existed, would more than compensate for the cost of construction of one set of wooden locks.

There are, from Defiance to the state line, twelve locks to be constructed of wood; six of these locks are as nearly completed as is necessary, until the time of admitting the water; the balance will be completed the coming summer.

If no unforeseen occurrence should take place, it is believed this work will, except in few instances, be completed this season, and

that the whole line will be finished, and ready for use, by the opening of the navigation on the lakes, in the spring of 1842, which will enable Ohio to reap the benefit not only of her own improvement, but to participate with Indiana in her canal now completed, from the Ohio state line to La Fayette, on the Wabash river, a distance of one hundred and forty four miles.

It is of great importance, both to Indiana and Ohio, that this work should be speedily completed; to the former, from the isolated situation of her portion of the Wabash and Erie canal; to the latter, from the large amount invested, and the prospect of an ample return, so soon as her portion of the same is finished.

Had a sufficient and regular supply of funds been furnished, at all times, and had not the dread of sickness driven away, and prevented laborers from seeking employment on this work, for at least one third of the best working portion of each year, it might have been completed in the spring of 1841. But viewing the difficulties encountered, in their true light, the people of Ohio ought to be satisfied, and those of Indiana have no reason to complain.

At the date of the last annual report, the work, on a portion of the canal line, between Defiance and the state line, had been suspended in consequence of doubts arising as to the best location for a reservoir to supply, during a portion of the season, the canal from the state line to Defiance. At the time of the location of this work, it was understood, that unless the state of Indiana could furnish water from her portion of the canal, sufficient to supply that portion between the state line and Defiance, the state of Ohio would be under the necessity of constructing a reservoir for that purpose.

In the summer of 1839, a correspondence was had with the principal engineer having charge of the internal improvements of the state of Indiana, when it was ascertained that Ohio could not depend upon Indiana for a supply of water for this portion of the canal, except in the spring of each year, when sufficient to fill reservoirs, could be obtained. It, therefore, became necessary to examine the country in the vicinity of the canal and the Indiana state line, to ascertain their proper location.

The want of a sufficient number of engineers, on the line during the year 1839, prevented the completion of the survey, and it was not until the month of July last, that the necessary examinations were completed.

The face of the country being so nearly level, and in order to construct a reservoir, it would require so much artificial embankment, that it was considered of importance to examine the valleys of Flat Rock and Six Mile Creeks, to ascertain whether some natural basin, for a reservoir, could not be found. After a full examination, it was ascertained that the valleys of neither of these creeks were of sufficient capacity for that purpose. Thereupon, a location was adopted adjoining the line of canal, at the upper crossings of Six Mile Creek, and about five miles on this side of the Indiana state line, where it is proposed to construct a reservoir with an area of about 2500 acres.

The cost of clearing off and constructing this reservoir, according to the estimate of the resident engineer, will be \$170,000, and from an examination of the items composing the estimate, it is confidently believed it can be done for that amount, which will be an addition to the former estimated cost of the canal. It cannot be completed before the spring of 1843; in the mean time, Ohio must depend upon Indiana for a supply of water, for the canal, above Defiance.

There has been disbursed on this canal, for the year ending November 15, 1840, by R. Dickinson, acting commissioner:

On contracts.....	\$502,731 65
For wages of engineers, assistants, purchase of land at the locks at Defiance, and for incidental expenses.....	15,221 57
	<hr/>
Total disbursements for the year	\$ 517,953 22
All former disbursements.....	1,148,790 03
	<hr/>
Total payments on the canal.....	<u>1,666,743 25</u>

The available fund heretofore appropriated for the construction of this canal, is as follows:

Amount derived from the sale of lands..	\$ 297,303 77
Special appropriations, by law, for the years, 1838 and '39, and '40.....	1,550,000 00
	<hr/>
Total amount appropriated..	\$1,847,303 77
Total amount expended as above.....	1,666,743 25
	<hr/>
Unexpended balance of appropriation.....	<u>180,560 52</u>
Estimated cost of canal	\$2,270,000 00
All former appropriations.....	1,847,303 77
	<hr/>
	422,696 23
Estimated cost of reservoir.....	170,000 00
	<hr/>
Appropriations necessary to complete canal and reservoir .	<u>592,696 23</u>

WESTERN RESERVE AND MAUMEE ROAD.

The fifteen miles of this road, between Perrysburg and the Portage river, is completed, and on the ten miles, between the Portage river and Lower Sandusky, a seven inch course of metal has been laid, leaving but five miles of the road not covered with stone.

The road, as far as completed, is of an excellent character, and promises to be durable and equal to any in the state.

There has been disbursed on this road, out of moneys appropriated for that purpose, for the year ending November 15, 1840, by R. Dickinson, acting commissioner:

On contracts.....	\$75,043 18
All former disbursements.....	89,956 82
	<hr/>
Total payments on the road.....	165,000 00
	<hr/>
Estimated cost of the road from Perrysburg to Lower Sandusky	\$238,000 00
Deduct appropriations	165,000 00
	<hr/>
Balance of estimated cost.....	73,000 00
	<hr/>
All former appropriations as above.....	\$165,000 00
Amount of expenditures.....	165,000 00
	<hr/>
Leaving no unexpended balance.	

All contracts on this road are completed, and there is now due contractors nearly fourteen thousand dollars.

This work can be completed within the original estimate, and the balance of the estimated cost of construction is ample to complete all that is necessary between Perrysburg and Lower Sandusky.

The amount of tolls collected from the 1st of December, 1839, to 15th November, 1840	\$3,240 59
Amount expended in preparing road for metal, repairing road, and for incidentals.....	3,132 90
	<hr/>
Balance unexpended	107 69
	<hr/>

NATIONAL ROAD.

There has been a diminution in the receipts of tolls of this road, during the present year, amounting to upwards of eleven thousand dollars below the amount received in 1839. A slight reduction in the rates of toll, together with the decrease of emigration from the eastern states westward, will sufficiently account for this. It is more than probable, that, hereafter, the revenue derived from this work, if the tolls are kept at their present graduation, will steadily increase.

In order to secure a more thorough superintendence, it was considered advisable to divide the road into two districts, and appoint one superintendent for each.

A serious evil had gradually insinuated itself into the practice of the superintendent, of drawing upon the future, by leaving an amount of indebtedness against the state due to contractors and laborers. This was observed in the spring, and the superintendents were directed to liquidate those claims during the present year, as far as should be possible, still keeping the road in good traveling order. It is believed that the superintendents have complied with these directions, as far

as was in their power, and that if the receipts of tolls had been as great as was collected in 1839, these could have been paid off, and a surplus left in the treasury. It is expected these claims can all be paid by the 1st of April next.

Balance remaining in the treasury, November 15, 1839,	\$78 27
Tolls collected and paid into the treasury by the superintendents, during the year ending November 15, 1840,	51,364 65
Total,.....	<u>\$51,442 92</u>

There has been paid out of the same fund, during the year ending November 15, 1840, on contracts for repairing the road, for pay of laborers and superintendents, and for incidental expenses:

By William Wall, acting commissioner,.....	\$18,300 00
“ T. G. Bates, “ “	33,082 62

Total payments,.....\$51,382 62

Amount due contractors on eastern division,	13,039 05
“ “ “ “ western division,	7,763 12
	<u>\$20,802 17</u>

TURNPIKE ROADS, CANALS AND RAILROADS.

The plans and surveys of the following works have been filed in this office, during the year ending November 15, 1840, and severally approved, agreeably to the provisions of an “act to authorize a loan of credit, by the state of Ohio, to railroad companies, and to authorize subscriptions, by the state, to the capital stock of turnpike, canal and slackwater navigation companies,” passed March 24th, 1837, and the the act to repeal the same, passed March 17th, 1840.

Turnpike roads.

Dayton and Covington,
Portsmouth and Columbus,
Circleville and Washington,
Dayton and Western.

Railroads.

Mansfield and New Haven.

The following payments have been made, during the year, to canal companies:

To the Milan canal company, by Leander Ransom, acting commissioner,.....	\$1,192 47
To the Cincinnati and Whitewater canal company, by T. G. Bates, acting commissioner,.....	10,000 00

From estimates which have been made, with much care, it is ascertained, that, to complete the works already commenced, (many of

which are nearly completed,) the sum of two millions seven hundred thousand dollars is required. It is presumed that no one doubts the propriety and utility of completing these works, provided funds can be obtained without too great a sacrifice.

The depressed state of the money market, and the unparalleled amount of stocks, of all descriptions, already in market, forbid even the hope of procuring money for the immediate wants of the state, by the sale of state bonds, without a very severe loss, not only to the finances and credit of the state, but to those who, in good faith, have heretofore purchased the stocks of the state. By keeping in view the fact, that these works must be completed, and, as a consequence, money from some source must necessarily be obtained, the question will arise, what is the best course to pursue to obtain funds as they are required and needed? This is a subject which has caused much reflection the past year, and many plans have been devised to accomplish so desirable an object. From the many plans that have been suggested, there is one, which, from the acknowledged condition of the country, and especially the money market, appears as feasible as any. The following is respectfully suggested.

The amount of money required to prosecute the different works, advantageously, should be ascertained with as much precision as possible, and at what periods, and in what amounts, it will be needed. The board of fund commissioners should be authorized to make a temporary arrangement, for a period of three years, with those who have money to loan, in this country or elsewhere, for the necessary funds, to be paid at such periods, and in such amounts, as the board of public works shall, from time to time, designate. To enable the fund commissioners to do this, they should be invested with discretionary power as to the rate of interest to be paid, not exceeding eight per cent.; and, for the security of payment, they should be authorized to pledge or hypothecate six per cent. state stocks. The advantages of such an arrangement are believed to be many. It is presumed that loans can be obtained, with greater facility and on much better terms, when the amount can be paid in small sums and at different periods; that capitalists would prefer, under the present condition of things, short loans to longer ones, when they are made sure of repayment at the specified time.

The principal advantages in this arrangement are the certainty of procuring funds, and the ample time given to the state to dispose of stocks, so as not to suffer serious losses, by a depreciation in their value, which must be inevitable, if sales are forced at the present time, and, perhaps, for a year to come. In the mean time, the public works now commenced and under contract, will be completed; when the most important and expensive will yield a revenue sufficient to pay the interest upon the cost of their construction, and relieve the public from a portion of the present onerous taxation.

The board consider it a portion of their duty to allude, in this place, to several law suits, which have, at various times, been authorized by former legislatures, against the state, in favor of individuals claiming

to have been injured by the location and construction of the canals and other public works, and for losses on contracts, &c. This practice of permitting suits to be brought against the state, is, perhaps, at best, of doubtful policy. The board of public works, or the board of canal commissioners, have, in every instance, been first applied to for relief, and, in most instances, would have granted it, when the circumstances were fresh in the recollection of the members, if any principle of legality or equity *demanded* or would *justify* the measure. Failing in their application to the board, the next resort is to the legislature, and, after years of constant application, they succeed in obtaining from the *sympathy* of the members, what their *feelings of justice* would, perhaps, deny them. We might rely, with safety, upon the courts, which the constitution and laws provide for our protection, as individuals; but when the sovereign power descends from its high station, to wrangle in a court of its own creation, its circumstances are entirely different. The evidence against the state is collected and, perhaps, dictated by individuals, active and energetic in their own behalf; while, on the part of the state, owing to various causes, such as the removal of engineers by death or emigration to parts unknown, and the apathy of attorneys, the testimony collected is meagre and unimportant. The trial must necessarily be almost an *ex parte* business, and the triumphant claimant departs with his pockets filled with what, perhaps, his poor creditors, those who have been employed on his contract, have long since ceased to claim. No disposition, on the part of either board, has ever been felt to oppress, or to refuse to do justice, so far as might be right or proper; and if such disposition might, possibly, have existed, the legislature has always been prompt to remedy the evil. It has generally been only in cases of doubtful equity, that the legislature has adopted this course of relief. It is also the practice of the board, to award contracts to the lowest responsible bidder. If the contractor, in such a case, obtains more money than he is entitled to from the terms of his contract, the legislature, in all probability, commits an act of injustice, indirectly, to the bidder next lowest, by authorizing the payment of more money than *he* has proposed to do the work for.

In case of awards of damages, it has also been a constant practice of the board, whenever the nature of the case seemed to demand it, to grant a re-appraisement, thus allowing the injured claimant every possible opportunity of obtaining justice at the hands of disinterested and sworn arbitrators, carefully selected, with strict regard to their intelligence, honesty and integrity, with capacity to acquire a full knowledge of the value of the injury done. No one can be unsafe in the hands of such appraisers, for no object can exist, with either the appointing power or the persons appointed, to award to a claimant less than he is actually entitled to, in equity and justice.

All of which is respectfully submitted.

WILLIAM RAYEN,
LEANDER RANSOM,
T. G. BATES,
R. DICKINSON.

EXHIBIT of the estimated cost of each of the public works of the State, now in progress; the payments made on each, and the amount required to complete the same, together with the amount of appropriations required.

Name of each work.	Estimated cost of each work when completed.	Payments made on each work during the year ending Nov. 15, 1840.	Total payments on each work from their commencement.	Amount required to complete each work.	Amount of appropriation necessary for each work.
Wabash and Erie Canal.....	\$2,440,000 00	\$517,953 22	\$1,666,619 89	\$773,380 11	\$592,696 23
Walhonding Canal.....	559,988 19	78,637 20	491,364 96	68,623 23	59,988 19
Extension Miami Canal.....	2,900,000 00	437,410 80	1,506,909 83	1,393,090 17	993,090 17
Warren County Canal.....	38,728 25	*217,552 16	Completed.
Hocking Canal.....	899,847 66	146,075 05	621,375 28	278,472 28	249,847 56
Muskingum Improvement.....	1,374,007 96	341,072 20	1,086,167 96	287,838 00	258,047 40
Western Reserve and Maumee Road..	238,000 00	75,043 18	165,000 00	73,000 00	73,000 00

* Including \$11,107 94, paid to the Warren County Canal Company.

THE following tabular statement exhibits the amount received by the collectors on the Ohio and Miami canals, for tolls, fines and water rents; the amount paid to collectors and inspectors, for their services since December 1, 1826, and the amount paid to engineers and superintendents, and for making repairs since December 1, 1828, for each year.

OHIO CANAL.				MIAMI CANAL.		
Years	Received for tolls, fines and water rents.	Paid collectors and inspectors.	Paid engineers, superintendents, and for repairs.*	Received for tolls, fines & water rents.	Paid collectors & inspectors.	Paid engineers, superintendents, & for repairs.
1827	\$1,500 00	\$700	—	—	—	—
1828	4,000 00	900	—	\$8,042 70	—	—
1829	7,000 00	1,100	—	20,941 36	\$1,200	\$10,329 59
1830	30,493 93	1,300	—	30,082 33	1,200	6,938 05
1831	64,864 17	2,100	—	36,643 88	1,550	6,605 06
1832	79,982 48	3,600	—	36,847 47	1,700	9,237 91
1833	136,555 70	4,125	\$33,741 26	50,470 63	1,975	5,668 83
1834	164,488 98	5,325	71,853 49	50,040 99	2,225	7,940 37
1835	185,684 48	5,325	75,875 10	51,917 00	2,225	16,927 57
1836	211,823 32	5,650	84,846 81	51,116 52	2,225	28,768 77
1837	293,428 79	7,050	115,688 82	62,833 40	2,675	46,556 91
1838	382,135 96	7,250	192,344 99	77,863 09	2,700	32,657 25
1839	423,599 84	8,200	195,627 13	78,601 19	2,500	44,991 19
1840	452,122 03	8,500	113,002 95	70,321 53	2,500	22,553 55

* Until 1833, when the canal was finished, repairs were charged as construction.

NAMES, rank, and salary allowance of the engineers in the employ of the board, on the public works of the State, on the 15th November, 1840.

OHIO CANAL.

Names of Engineers.	Rank.	Salary Allowance.
Richard Howe,	Resident Engineer,	\$1,500
John A. Ackley,	do. do.	1,500
John M'Carthy,	do. do.	}
Cornelius M'Carthy,	Assistant do.	

WALHONDING CANAL.

John Waddle,	Senior Assistant Engineer,	1,000
J. Blickensderfer, jr.,	Junior do. do.	640

HOCKING CANAL.

Samuel Carpenter,	Junior Resident Engineer,	1,200
John White,	Assistant Engineer,	640
James S. M'Aboy,	do. do.	640

MUSKINGUM IMPROVEMENT.

Nathaniel Medbery,	Resident Engineer,*	1,500
Wm. M'Aboy,	Junior Resident Engineer,	1,200
J. R. Straughn,	Assistant Engineer,	1,000

MIAMI AND WARREN COUNTY CANALS.

A. F. Hinsch,	Resident Engineer,	1,500
John W. Irwin,	do.	500

EXTENSION MIAMI CANAL.

E. G. Barney,	Junior Resident Engineer,	1,200
James F. Whiteman,	do. do.	1,200
A. G. Conover,	Junior Assistant,	640
D. H. Morrison,	do. do.	640

* Mr. Medbery has a superintending charge also of the Walhonding and Hocking canals.

LIST OF ENGINEERS—*Continued.*

WABASH AND ERIE CANAL.

Names of Engineers.	Rank.	Salary Allowance.
Andrew Young,	Resident Engineer,	\$1,500
Sylvester Medbery,	do. do.	1,500
D. B. Taylor,	Senior Assistant Engineer,	1,200
P. Hoagland,	Junior do. do.	1,000
Wm. Bombarger,	do. do. do.	640
John H. Crowell,	do. do. do.	640
Cyrus Howard,	do. do. do.	640
John T. Backus,	do. do. do.	640

WESTERN RESERVE AND MAUMEE ROAD.

John Patterson,	Resident Engineer,	1,200
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NATIONAL ROAD.

Richard Stadden,	Superintending Engineer,	1,000
Thomas M. Drake,	do. do.	1,000

EXHIBIT of the amount received at the different offices, by the collectors on the canals of this State, for tolls, fines and water rents, for the year ending December 1, 1840.

OHIO CANAL.		MIAMI CANAL.	
Name of Office.	Am't Collected.	Name of Office.	Am't Collected.
Cleveland,	\$86,851 89	Cincinnati,	\$33,336 00
Akron,	26,731 57	Hamilton,	4,933 62
Massillon,	37,011 71	Middletown,	11,787 82
Dover,	32,386 56	Dayton,	22,555 44
Roscoe,	58,235 89		
Newark,	97,877 76		72,612 88
Columbus,	15,525 12	Extension of Miami Canal.	
Circleville,	32,777 31	Piqua,	\$1,350 95
Chillicothe,	31,613 25	Dayton	2,574 12
Portsmouth,	33,110 97		
	452,122 03		3,925 07
Muskingum Improvement.		Warren County Canal.	
Zanesville,	\$2,388 48	Lebanon,	\$366 88
Wabash and Erie Canal.		Hocking Canal.	
Maumee,	\$164 08	Lancaster,	\$2,326 69

RECAPITULATION.

Ohio Canal.....	\$452,122 03
Miami Canal.....	72,612 88
Extension of Miami Canal.....	3,925 07
Warren County Canal.....	366 88
Muskingum Improvement	2,388 48
Hocking Canal.....	2,326 69
Wabash and Erie Canal.....	164 08
Total receipts.....	<u>533,906 11</u>

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN CLEVELAND.

Articles.		Arrived.		Cleared.	
		1839.	1840.	1839.	1840.
Barrels.	Flour	264,887	505,461	151	60
	Pork	30,717	23,017	74	35
	Whiskey	5,591	10,317	170	70
	Salt	—	—	109,916	77,254
	Salt, (domestic)	—	—	—	—
	Fish	—	—	8,851	9,061
Bushels.	Wheat	1,515,820	2,155,407	—	524
	Corn	65,272	72,569	12	8,018
	Rye	589	8,693	—	286
	Oats	15,901	22,881	—	23
	Peas and beans	—	987	—	8
	Clover & grass seed,	232	771	—	—
	Barley	—	156	—	340
	Mineral coal	134,881	172,206	1,010	2,843
	Bran and shorts	42,587	32,228	—	1,933
Pounds.	Pork & bacon in b'k	1,302,702	684,727	12,820	2,925
	Butter	116,096	783,945	62,184	16,113
	Lard	857,455	525,802	—	—
	Cheese	200	22,890	68,922	66,882
	Pig iron	738,300	1,184,641	—	—
	Castings	56,743	104,140	456,982	293,488
	Gypsum	—	—	2,439,139	1,946,548
	Pot and pearl ashes,	9,841	14,745	—	41,122
	Merchandise	313,257	1,152,294	19,125,852	10,783,514
	Furniture and extra baggage*	—	308,497	—	—
	Iron and nails	—	2,174,199	—	—
	Wool	32,176	48,222	—	—
	Feathers	25,488	61,534	—	—
	Hides and skins	213	66,876	18,869	18,315
	Furs and peltries	35,271	52,413	—	—
	Potter's ware	—	234,493	—	—
	Cotton yarn*	—	—	—	—
	Dried fruits	—	42,690	—	418

* Charged as merchandise.

CLEVELAND—Continued.

Articles.		Arrived.		Cleared.	
		1839.	1840.	1839.	1840.
Pounds.	{ Machinery	—	31,668	—	32,261
	{ Agric'l implements	—	10,178	—	10,705
	{ Grind stones	98,993	1,216	16,044	43,731
	{ Leather	—	65,444	*	*
	Per. drs'd & rough stone	—	126	—	—
	Feet lumber	67,935	120,470	3,036,327	1,286,141
No.	Passengers	19,962	18,921	—	—
	Miles traveled	1,397,311	1,211,047	—	—
	Shingles	—	—	3,151,000	2,619,000
	Hoop poles	—	4,768	—	—
	Split and flat hoops	—	—	—	803,190
	Staves and heading	778,931	619,800	—	—
	Empty barrels	2,631	1,215	6,980	10,986
	Live hogs	1,343	1	49	373
	Brooms	70,841	84,357	—	—
	Cords of wood	2,852	2,833	—	—
	Mill stones	—	—	56	46
	Hhds. tobacco	327	932	—	—

* Charged as merchandize.

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN AKRON.

Articles.		Arrived.		Cleared.	
		1839.	1840.	1839.	1840.
Barrels.	Flour	157	279	53,815	129,303
	Pork	319	1	45	452
	Whiskey	162	57	204	541
	Salt	9,528	9,834	601	127
	Fish	1,131	1,052	171	276
Bushels.	Wheat	137,934	149,364	124,046	185,165
	Corn	10	63	182	1,601
	Rye	-	115	-	961
	Oats	624	33	7,143	10,874
	Peas and beans	-	8	-	1,687
	Clover & grass seed	135	212	163	660
	Barley	-	-	-	124
	Mineral coal	-	1,790	20,683	127,397
	Bran and shorts	-	50	34,644	38,380
Pounds.	Pork & bacon in b'k	9,507	322	2,549	11,632
	Butter	4,738	3,120	39,611	266,468
	Lard	2,477	2,924	-	3,104
	Cheese	196	-	822,100	742,065
	Pig iron	81,600	195,111	126,400	319,388
	Castings	49,648	27,519	71,366	177,206
	Gypsum	700,939	497,662	-	35,155
	Pot & pearl ashes	-	70,957	-	23,772
	Merchandise	2,229,118	1,053,030	269,583	1,504,340
	Furniture	65,369	67,940	111,616	74,580
	Extra baggage	82,976	101,241	108,658	30,844
	Iron and nails	3,065	886	-	2,074,513
	Wool	78	35	3,538	10,536
	Feathers	-	-	-	174
	Hides and skins	2,000	3,212	-	2,231
	Furs and peltries	-	83	-	100
	Potter's ware	-	-	219,384	213,467
	Dried fruits	1,262	396	3,862	15,246
	Machinery	686	5,967	16,366	45,768
	Agric'l implements	-	2,248	-	4,921
	Grind stones	-	7,132	-	6,500
	Leather	1,503	6,458	-	10,822
	Cut stone	13,000	-	3,796	1,615

AKRON—Continued.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Per. drs'd & rough stone	—	—	—	4
Feet lumber	182,630	319,165	2,047,596	1,447,057
No. Passengers	499	1,359	—	—
Miles traveled	16,891	39,875	—	—
Shingles	314,000	476,100	147,000	88,900
Hoop poles	—	39,000	—	22,320
Split & flat hoops	—	144,420	—	—
Staves & heading	130,940	49,618	—	—
Empty barrels	1,255	9,141	2,613	4,482
Live hogs	—	2	—	—
Brooms	500	—	480	144
Cords of wood	357	221	—	—
Mill stones	6	16	3	—
Hhds. tobacco	—	—	—	9

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN MASSILLON.

Articles.		Arrived.		Cleared.	
		1839.	1840.	1839.	1840.
Barrels.	Flour	42	—	18,823	40,921
	Pork	5	—	157	262
	Whiskey	218	20	145	590
	Salt	12,316	9,872	879	96
	Fish	2,273	1,968	420	267
Bushels.	Wheat	4,634	55,028	542,578	844,572
	Corn	500	—	1,771	3,968
	Rye	—	—	560	2,678
	Oats	322	—	3,223	5,435
	Barley	—	—	1,130	1,798
	Mineral coal	10,608	29,381	25,037	17,486
	Bran and shorts	3,811	19,984	5,354	20,470
	Flax seed	—	—	—	1,795
Pounds.	Pork & bacon in b'k	21,317	—	—	16,839
	Butter	—	—	80,456	179,946
	Cheese	—	—	—	19,515
	Pig iron	—	23,500	—	1,058,646
	Castings	—	122,827	—	76,527
	Gypsum	1,105,500	459,867	229,496	45,901
	Merchandise	2,270,204	1,634,139	463,804	239,486
	Furniture	152,689	44,213	157,089	87,924
	Extra baggage	—	108,805	—	43,394
	Machinery	48,784	9,835	32,042	39,805
	Agric'l implements	3,774	—	2,193	—
	Leather	—	6,763	—	21,455
	Iron ore	1,920,000	—	4,687,640	—
Perches dressed and rough stone		60	203	235	582
Feet lumber		304,648	236,057	141,244	79,477
No. Passengers		1,107	1,323	—	—
Miles traveled		32,814	40,040	—	—
Shingles		1,102,000	181,700	157,000	10,000
Empty barrels		1,048	2,294	405	6,017
Brooms		332	—	—	—
Cords of wood		223	110	596	372

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN DOVER.

Articles.		Arrived.		Cleared.	
		1839.	1840.	1839.	1840.
Barrels.	Flour	97	153	13,928	20,491
	Pork	10	—	91	205
	Whiskey	76	9	42	152
	Salt	5,853	2	401	28
	Fish	884	23	243	—
Bushels.	Wheat	1,028	1,123	223,799	502,268
	Corn	62	—	2,575	10,501
	Rye	—	—	—	1,548
	Oats	30	—	850	2,731
	Peas and beans	—	—	—	450
	Clover & grass-seed	—	—	—	2
	Barley	990	1,575	—	—
	Mineral coal	—	983	132,257	63,519
	Bran and shorts	—	—	2,519	—
	Flax seed	—	—	—	3,935
Pounds.	Pork & bacon in b ^k	31,619	—	3,692	25,732
	Butter	—	—	57,591	95,408
	Lard	1,567	665	2,076	3,715
	Cheese	11,976	15,451	—	25,137
	Pig iron	—	44,800	740,000	16,000
	Castings	45,865	61,713	169,791	4,517
	Gypsum	31,385	8,647	350	35,405
	Merchandize	658,938	21,752	73,273	21,046
	Furniture	27,521	13,601	31,703	37,078
	Extra baggage	38,989	—	90,534	—
	Iron and nails	—	—	—	60,000
	Wool	—	—	418	186
	Feathers	—	—	—	144
	Hides and skins	542	—	—	84
	Potter's ware	11,922	1,617	3,408	1,111
	Dried fruits	—	448	—	258
	Machinery	3,750	256	—	8,175
	Agric'l implements	5,543	974	15,847	2,675
	Grindstones	—	7,599	—	4,997
	Leather	1,204	779	7,281	2,064

DOVER—*Continued.*

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Perches dressed and rough stone	170	77	166	30
Feet lumber	223,937	87,942	151,128	12,948
No. Passengers	719	1,115	—	—
Miles traveled	22,511	35,767	—	—
Shingles	196,060	11,250	167,000	1,250
Staves and heading	9,400	18,000	12,400	13,500
Empty barrels	1,125	—	1,183	—
Live hogs	—	—	—	16
Brooms	—	—	1,164	—
Cords of wood	116	19	19	—
Millstones	17	—	—	—
Tons hay	—	7	—	—
Hhds. tobacco.	—	—	—	48

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN ROSCOE.

Articles.		Arrived.		Cleared.	
		1839.	1840.	1839.	1840.
Barrels.	Flour	68	270	100,375	170,418
	Pork	—	—	765	439
	Whiskey	186	250	1,403	2,595
	Salt	2,667	1,536	—	81
	Fish	886	514	—	101
Bushels.	Wheat	—	50,274	21,728	26,941
	Corn	6,364	7,535	2,621	2,729
	Mineral coal	—	—	84,119	87,257
	Bran and shorts	—	—	—	2,573
	Flax seed	—	—	176	—
	Lime	—	5,354	—	—
Pounds.	Pork & bacon in b'k	—	—	22,650	35,245
	Butter	—	—	7,274	—
	Lard	—	—	12,509	65,171
	Cheese	6,758	—	—	—
	Pig iron	291,873	246,820	—	—
	Castings	196,357	71,284	11,691	—
	Gypsum	63,600	—	—	—
	Merchandise	2,000,666	807,023	—	53,474
	Furniture	103,655	—	143,881	—
	Extra baggage	—	66,042	—	76,618
	Machinery	3,686	—	—	—
	Agric'l implements	9,412	—	38,798	—
Feet lumber		767,790	261,850	58,569	58,952
No. Passengers		1,433	1,846	—	—
Miles traveled		62,633	76,955	—	—
Shingles		634,500	337,000	15,000	—
Split & flat hoops		—	634,500	—	—
Empty barrels		7,053	10,024	—	—
Hhds. tobacco		—	—	—	46

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN NEWARK.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	—	—	23,346	29,982
Pork	—	—	9,154	3,925
Whiskey	—	—	6,436	6,901
Salt	13,744	4,980	—	—
Salt (domestic)	—	560	873	6,224
Fish	1,670	640	—	—
Bushels—				
Wheat	—	—	458,496	252,839
Corn	30,019	11,025	22,808	3,822
Oats	—	—	—	6,890
Peas and beans	—	—	—	285
Clover & grass seed	—	—	—	289
Barley	—	—	—	1,125
Mineral coal	116,387	90,150	25,365	42,232
Bran and shorts	—	65,240	—	—
Flax seed	—	—	1,083	—
Pounds—				
Pork & bacon in bulk	—	—	129,401	108,996
Butter	—	—	28,871	32,326
Lard	—	—	107,011	43,173
Cheese	—	3,480	—	—
Pig iron	142,701	80,140	—	—
Castings	221,909	72,240	205,395	240,832
Gypsum	104,600	44,280	—	—
Pot & pearl ashes	—	—	14,871	15,145
Merchandize	3,016,980	1,070,380	129,375	82,754
Furniture	54,002	25,660	50,398	23,927
Extra baggage	132,531	95,240	84,207	49,271
Iron and nails	28,495	328,450	—	—
Wool	—	—	19,176	9,480
Feathers	—	—	—	3,527
Hides and skins	29,143	8,240	—	—
Potter's ware	—	—	—	352,168
Cotton yarn	—	19,240	—	—
Dried fruits	—	—	—	24,287

NEWARK—Continued.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Pounds—				
Machinery	—	95,288	—	—
Agric'l implements	—	62,491	—	9,128
Leather	—	12,346	—	7,274
Cut stone	90,760	24,295	—	—
Per. drs'd & rough stone	1,438	695	—	—
Feet lumber	1,623,076	492,143	—	22,633
No. Passengers	—	9,111	—	—
Miles traveled	352,671	306,205	—	—
Shingles	560,000	—	—	—
Empty barrels	—	—	—	1,155
Live hogs	—	—	1,269	—
Brooms	—	—	—	3,850
Cords of wood	—	135	—	—
Mill stones	—	—	—	42
Hhds. tobacco	—	—	308	140

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN COLUMBUS.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	240	106	3,964	6,049
Pork	88	223	7,616	5,987
Whiskey	—	460	—	638
Salt	16,147	12,050	365	229
Salt (domestic)	463	1,015	14	—
Fish	692	624	11	226
Bushels—				
Wheat	—	—	16,750	40,484
Corn	—	10	5,560	7,416
Rye	—	1,600	—	983
Oats	—	—	—	160
Peas and beans	—	—	—	6
Clover and grass seed	—	87	—	45
Barley	—	—	—	282
Mineral coal	27,122	92,548	3,133	800
Bran and shorts	—	950	—	—
Lime	—	—	37,655	30,128
Pounds—				
Pork & bacon in bulk	—	719	522,744	215,668
Butter	—	95	18,513	30,774
Lard	—	—	349,001	247,248
Cheese	—	3,467	—	8,221
Pig iron	240,220	310,028	—	—
Castings	122,745	83,817	46,466	54,833
Gypsum	—	107,541	—	—
Pot and pearl ashes	—	—	92,536	31,386
Merchandise	3,525,049	2,161,374	386,326	343,971
Furniture	57,313	85,994	75,084	53,062
Extra baggage	63,238	207,081	20,040	22,105
Iron and nails	813,754	844,636	47,348	55,032
Wool	—	58	11,648	2,298
Feathers	—	3,653	2,750	9,064
Hides and skins	—	3,097	—	4,033
Furs and peltries	—	9,742	—	10,187
Cotton yarn	—	300	—	—

COLUMBUS—*Continued.*

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Pounds—				
Dried fruits	—	30	—	170
Machinery	20,562	33,744	—	45,243
Agric'l implements	—	210	18,763	10,851
Grindstones	—	17,385	—	50
Leather	—	—	—	801
Cut stone	—	47,603	—	9,064
Per. drs'd & rough stone	220	141	508	83
Feet lumber	1,252,261	843,556	23,406	5,865
No. Passengers	4,699	5,764	—	—
Miles traveled	232,700	490,349	—	—
Shingles	386,600	238,200	14,375	18,000
Staves and heading	—	39,400	—	—
Empty barrels	—	360	12,698	16,487
Brooms	—	—	49,978	52,392
Cords of wood	—	12	—	12
Bricks	—	1,000	184,296	90,944
Hhds. tobacco	—	—	—	21

A STATEMENT of most of the different kinds of property transported on the Ohio Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN CIRCLEVILLE.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	1,036	—	16,573	23,861
Pork	—	—	2,835	9,222
Whiskey	5	—	65	2,820
Salt	6,832	892	345	737
Salt (domestic)	—	722	204	—
Fish	422	290	110	86
Oil	—	38	—	—
Beef	—	—	—	648
Bushels—				
Wheat	—	—	71,760	69,825
Corn	287	—	34,729	14,608
Oats	—	—	182	—
Peas and beans	—	—	—	196
Clover and grass seed	—	—	—	512
Flax seed	—	—	—	81
Mineral coal	5,137	5,860	586	1,767
Bran and shorts	—	—	—	1,350
Lime	—	3,500	—	287
Potatoes	—	183	—	53
Charcoal	—	1,330	—	—
Pounds—				
Pork & bacon in bulk	14,038	—	459,534	148,692
Butter	—	—	12,534	69,059
Lard	—	71,294	257,738	269,068
Cheese	2,582	—	296	90,290
Pig iron	156,084	21,400	32,580	—
Castings	138,115	58,490	13,319	2,000
Pot and pearl ashes	—	—	15,501	37,746
Merchandize	1,054,499	398,510	220,680	66,725
Furniture	32,187	7,438	59,208	30,898
Extra baggage	49,952	22,963	49,703	33,470
Iron and nails	259,347	131,104	49,025	2,237
Wool	—	—	19,929	6,230
Feathers	—	—	1,408	6,927

CIRCLEVILLE— *Continued.*

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Pounds—				
Hides and skins	4,807	1,130	640	—
Potter's ware	—	43,971	—	—
Cotton yarn	9,268	2,284	345	—
Dried fruits	6,945	—	4,301	—
Machinery	45,608	13,593	5,629	—
Agric'l implements	11,226	—	11,188	7,932
Grindstones	12,455	—	18,457	—
Leather	1,454	987	3,034	6,878
Cut stone	36,240	—	—	4,730
Glass (of this state)	—	790	—	—
Printing paper	—	2,746	—	—
Feet lumber	436,149	113,200	76,730	52,123
No. Passengers	1,086	no return	—	—
Miles traveled	67,546	do	—	—
Shingles	32,006	75,000	3,100	47,750
Hoop poles	82,000	44,290	71,500	74,200
Staves and heading	65,986	79,430	80,000	112,400
Empty barrels	7,149	890	12,210	192
Live hogs	—	290	—	—
Brooms	—	1,200	9,960	15,207
Cords of wood	—	65	—	86
Millstones	5	—	3	—
Brick	—	250,600	—	92,123
Hhds. tobacco	5	—	—	—

*A STATEMENT of most of the different kinds of property transported
on the Ohio Canal, in 1839 and 1840.*

COLLECTOR'S OFFICE IN CHILLICOTHE.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	833	528	22,087	47,542
Pork	203	—	19,206	6,972
Whiskey	274	209	560	610
Salt	13,646	12,350	960	1,842
Salt (domestic)	347			
Fish	121	—	76	66½
Bushels—				
Wheat	1,056	1,933	139,369	131,551
Corn	2,509	890	88,479	4,548
Rye	—	—	—	25
Peas and beans	—	4½	—	73
Clover and grass-seed	—	38	—	145
Mineral coal	10,235	8,689	880	1,057
Bran and shorts	586	—	586	20,064
Flaxseed	—	—	824	2,353
Pounds—				
Pork & bacon (in bulk)	126,781	1,789	1,549,713	272,316
Butter	991	2,598	298	12,629
Lard	—	353	819,561	272,099
Cheese	10,112	19,610	600	19,786
Pig iron	1,006,220	799,931	175,471	129,598
Castings	214,904	157,198	16,741	11,740
Gypsum	3,660	—	2,836	
Pot and pearl ashes	6,859	5,034	368	
Merchandize	3,590,941	2,450,411	604,165	384,537
Furniture	40,246	41,456	69,878	74,439
Extra baggage	81,881	81,071	108,916	181,301
Iron and nails	327,399	280,883	159,974	104,425
Wool	197	—	9,850	9,334
Feathers	2,673	—	14,650	15,223
Hides and skins	36,262	43,542	—	4,676
Furs and peltries	3,119	5,160	4,000	415
Potters' ware	8,000	53,238	2,676	83,581
Cotton yarn	9,470	15,156	18,527	141

CHILLICOTHE—Continued.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Pounds—				
Dried fruits	—	60		
Machinery	13,919	4,589	—	17,612
Agricult'l implements	8,924	8,419	12,838	11,344
Grindstones	—	17,126		
Leather	1,072	1,233	17,933	33,650
Cut stone	16,340	6,770	37,085	11,568
Sundries	—	224,854	—	314,675
Perches of dressed and rough stone	—	116	—	152
Feet of lumber	494,894	220,020	240,846	71,645
Number—				
Passengers	2,423	3,712		
Miles traveled	202,744	248,666		
Shingles	502,000	77,750	48,900	
Hoop poles	41,511	—	—	38,311
Staves and heading	35,470	92,020	82,470	85,020
Empty barrels	1,272	293	2,338	2,787
Live hogs	447	—	754	
Brooms	500	696	7,398	11,640
Cords of wood	484	627	729	10
Millstones	4	6	4	
Posts and rails	—	6,518	—	12,388
Bricks	—	98,800		

*A STATEMENT of most of the different kinds of property transported
on the Ohio Canal, in 1839 and 1840.*

COLLECTOR'S OFFICE IN PORTSMOUTH.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	6,932	34,134	45	19
Pork	11,968	7,827	121	13
Whiskey	2,772	9,834	56	63
Salt	17,029	12,390	1,646	1,375
Salt (domestic)	—	819		
Fish	400	2,750	23	22
Bushels—				
Wheat	1,100	—	9,590	
Corn	6,444	30,530	386	
Oats	—	125	—	51
Peas and beans	—	697		
Clover and grass seed	—	713	—	44
Mineral coal	—	—	21,720	3,163
Bran and shorts	2,434	18,738		
Pounds—				
Pork & bacon (in bulk)	706,533	228,468	11,152	908
Butter	167,264	202,329	—	7,605
Lard	577,156	466,447	38,075	831
Cheese	524,003	769,176	515	4,721
Pig iron	327,718	—	1,845,527	2,473,444
Castings	141,513	67,820	238,365	332,364
Gypsum	78,670	49,185		
Pot and pearl ashes	205,902	207,828		
Merchandise	4,460,335	2,199,825	7,085,735	6,747,565
Furniture	246,144	177,093	40,762	61,429
Extra baggage	937,885	589,444	157,344	200,547
Iron and nails	—	—	1,574,133	1,807,457
Wool	49,926	15,127	859	5,744
Feathers	93	4,084	376	32,516
Hides and skins	860	1,260	152,483	120,449
Furs and peltries	—	—	49,261	35,838
Potters' ware	34,301	415,071	2,125	259
Cotton yarn	—	—	23,085	33,698
Dried fruits	2,922	48,104	—	693

PORTSMOUTH—*Continued.*

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Pounds—				
Machinery	62,185	33,404	85,484	39,441
Agricult'l implements	4,205	49,747	7,744	5,283
Grindstones	—	—	—	28,370
Leather	17,393	42,144	2,759	14,270
Cut stone	—	31,530		
Perches of dressed and rough stone	—	298		
Feet of lumber	170,987	66,281	38,586	35,303
Number—				
Passengers	16,602	13,011		
Miles traveled	1,935,454	1,461,541		
Shingles	—	—	375,000	199,500
Hoop poles	5,000	4,000		
Staves and heading	29,014	21,300		
Empty barrels	1,931	698		
Brooms	23,886	34,176	1,278	576
Cords of wood	—	47		
Millstones	26	7	4	
Tons of hay	—	2	—	
Hogsheads of tobacco	—	272	95	77

A STATEMENT of most of the different kinds of property transported on the Miami Canal, in 1839 and 1840.

COLLECTOR'S OFFICE IN CINCINNATI.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels--				
Flour	138,120	165,762	-	-
Pork	26,921	20,835	65	-
Whiskey	43,228	74,026	-	-
Salt	-	-	23,061	15,889
Salt (domestic)	-	-	-	6,039
Beef	-	65	-	-
Linseed oil	-	386	-	-
Bushels--				
Wheat	-	97,200	-	-
Corn	18,000	41,600	491	-
Clover and grass seed	769	3,300	-	-
Barley	562	1,780	-	-
Mineral coal	-	-	52,537	54,282
Pounds--				
Pork & bacon (in bulk)	6,163,075	2,192,160	8,997	-
Butter	103,207	212,048	-	-
Lard	2,562,192	1,238,280	-	-
Pig iron	-	-	659,371	308,142
Castings	-	-	1,449,788	496,143
Pot and pearl ashes	-	101,870	-	-
Merchandise	-	-	8,664,640	5,566,282
Iron and nails	-	-	3,191,085	2,007,192
Wool	3,910	-	23,886	-
Hides and skins	-	-	23,231	-
Cotton yarn	36,160	-	-	-
Dried fruits	2,000	-	-	-
Machinery	11,414	-	63,692	-
Agric'l implements	-	-	17,184	-
Grindstones	-	-	139,733	-
Cut stone	-	-	142,488	176,850
Sundries	1,913,476	1,268,289	2,097,173	902,667
Perches--				
Dressed & rough stone	-	-	910	-

CINCINNATI—*Continued.*

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Feet of lumber	—	—	2,150,641	2,205,189
Number—				
Passengers	8,159	6,250	—	—
Miles traveled	326,436	245,837	—	—
Shingles	—	—	6,377,000	4,990,000
Hoop poles	—	—	49,000	368,011
Live hogs	1,365	2,121	—	—
Brooms	12,116	—	4,880	—
Cords of wood	8,253	7,290	—	—
Bales cotton	—	—	473	691
Tons of hay	34	22	—	—
Hhds. of tobacco	—	—	—	—

A STATEMENT of most of the different kinds of property transported on the Miami Canal, in 1839 and 1840.

COLLECTOR'S OFFICE AT HAMILTON.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	—	—	24,004	29,870
Pork	—	—	12,934	10,030
Whiskey	—	—	7,415	12,814
Salt	9,252	—	—	—
Salt (domestic)	—	6,036	—	—
Beef	—	—	—	1,229
Cider	—	—	—	56
Oil	—	—	—	14
Bushels—				
Wheat	—	—	87	—
Corn	8,049	—	920	11,277
Oats	—	—	95	—
Clover and grass seed	—	—	—	204
Barley	—	—	1,014	168
Mineral coal	10,310	5,517	—	—
Bran and shorts	—	—	40	635
Lime	—	—	—	297
Pounds—				
Pork & bacon (in bulk)	—	—	2,654,213	846,884
Butter	—	—	2,000	6,081
Lard	—	—	993,763	648,369
Cheese	2,550	664	—	—
Castings	206,886	71,649	—	—
Merchandize	1,558,451	927,571	—	—
Furniture	7,550	7,460	91,007	30,568
Iron and nails	503,266	182,951	—	—
Paper	—	—	39,048	—
Machinery	4,285	2,778	—	—
Agric'l implements	7,134	—	—	—
Grindstones	29,815	—	—	—
Cut stone	54,295	15,929	—	—
Tallow	—	—	9,282	48,885
Sundries	143,416	201,531	53,710	41,665
Joiner's work	—	—	25,670	—

HAMILTON—Continued.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Perches of dressed and rough stone	56	—	—	—
Feet of lumber	474,745	232,613	—	—
Miles traveled	26,980	20,619	—	—
Shingles	1,220,000	813,000	—	—
Hoop poles	36,873	222,138	—	—
Staves and heading	30,000	—	6,000	—
Live hogs	—	—	907	1,009
Brooms	—	—	948	632
Hhds. of tobacco	—	16	—	—

A STATEMENT of most of the different kinds of property transported on the Miami Canal, in 1839 and 1840.

COLLECTOR'S OFFICE AT MIDDLETOWN.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	—	11	31,146	41,556
Pork	—	—	6,424	7,295
Whiskey	—	12	10,528	17,448
Salt	4,875	2,468	56	4
Salt (domestic)	104	609	—	—
Oil	—	—	—	30
Bushels—				
Wheat	4,086	23	1,023	3,288
Corn	12,608	3,895	940	13,575
Rye	—	—	64	76
Oats	77	—	1,250	20
Peas and beans	—	—	20	—
Clover & grass seed	—	—	26	89
Barley	—	1,075	783	371
Mineral coal	16,672	7,025	2,800	50
Bran and shorts	28	—	455	49
Pounds—				
Pork & bacon in bulk	2,217	400	1,719,921	311,223
Butter	—	—	9,308	14,184
Lard	—	—	603,571	585,272
Cheese	1,049	125	—	—
Pig iron	47,242	60,772	—	—
Castings	97,586	72,799	11,859	10,321
Gypsum	326	—	11,550	—
Pot & pearl ashes	—	—	—	4,218
Merchandize	1,171,549	740,586	127,506	47,316
Furniture	43,755	24,683	111,863	61,481
Iron and nails	464,886	189,219	16,331	48,662
Wool	—	—	384	79
Feathers	—	—	225	—
Hides and skins	7,220	—	—	—
Furs and peltries	—	—	500	—
Potter's ware	5,625	1,127	8,517	576
Cotton yarn	5,625	3,440	9,177	16,297

MIDDLETOWN—Continued.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Pounds—				
Dried fruits	—	7,557	9,700	162
Machinery	10,307	4,305	—	4,933
Agric'l implements	2,200	2,100	40,004	17,955
Grind stones	4,292	1,000	1,900	—
Leather	1,916	5,787	10,640	9,569
Cut stone	44,082	23,041	5,573	—
Sundries	291,735	348,373	286,780	422,413
Cotton	25,710	—	—	—
Per. drs'd & rough stone	117	316	116	405
Feet lumber	656,145	275,960	57,028	96,203
No. Passengers	204	714	—	—
Miles traveled	6,916	16,430	—	—
Shingles	2,410,000	1,857,000	111,000	85,000
Hoop poles	34,770	64,720	11,800	23,847
Split & flat hoops	—	—	120	—
Staves & heading	15,400	13,300	5,650	4,000
Empty barrels	1,093	1,208	244	1,098
Live hogs	88	3	632	1,384
Brooms	—	12	6,258	3,174
Cords of wood	5	—	—	276
Mill stones	5	6	4	—

A STATEMENT of most of the different kinds of property transported on the Miami Canal, in 1839 and 1840.

COLLECTOR'S OFFICE AT DAYTON.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	—	—	54,999	79,862
Pork	—	—	3,787	2,497
Whiskey	—	6	20,694	37,129
Salt	5,061	6,816	—	—
Salt (domestic)	—	58	—	—
Ale	—	—	—	957
Oil	—	—	—	354
Fish	—	—	—	10
Bushels—				
Wheat	—	—	4,698	840
Corn	13,636	—	—	500
Rye	—	—	—	4,103
Oats	—	—	336	647
Peas and beans	—	—	—	172
Clover & grass seed	6	—	576	—
Barley	—	—	2,659	—
Mineral coal	—	16,385	—	—
Bran and shorts	—	—	—	2,207
Pounds—				
Pork & bacon in bulk	884	—	1,022,134	579,923
Butter	—	—	35,816	48,129
Lard	—	—	348,218	246,863
Cheese	—	—	—	11,718
Pig iron	147,059	—	—	7,725
Castings	766,860	—	9,657	29,401
Gypsum	22,400	—	—	—
Merchandize	3,577,982	2,714,503	240,687	67,507
Furniture	9,190	25,709	86,020	113,860
Iron and nails	1,422,803	1,136,262	5,775	7,199
Wool	—	—	30,011	—
Feathers	—	—	—	2,693
Hides and skins	2,481	7,832	—	—
Furs and peltries	—	1,502	15,064	31,028

DAYTON—*Continued.*

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Pounds—				
Cotton yarn	—	253,896	40,128	54,033
Dried fruits	—	7,485	—	1,000
Machinery	16,781	35,844	16,400	24,420
Agric'l implements	1,610	—	10,253	6,412
Grind stones	67,368	—	—	—
Leather	7,926	22,097	1,807	1,140
Cut stone	36,000	—	—	—
Sundries	3,928,182	381,156	507,975	353,262
Cotton in bales	158,425	258,896	—	—
Per. drs'd & rough stone	—	—	43	40
Feet lumber	708,576	686,674	18,274	12,620
No. Passengers	7,637	6,980	—	—
Shingles	1,371,000	1,162,000	31,000	—
Miles traveled	347,502	281,022	—	—
Hoop poles	—	—	58,000	61,148
Staves & heading	—	1,500	40,656	24,110
Empty barrels	—	—	12,012	2,421
Live hogs	43	—	—	—
Brooms	—	—	5,964	1,442
Cords of wood	—	—	13	13
Mill stones	22	—	2	—
Tons of hay	—	—	—	5
Hhds. tobacco	9	19	—	—

A STATEMENT of most of the different kinds of property transported on the Miami Canal, in 1839 and 1840.

COLLECTOR'S OFFICE AT PIQUA.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	174	75	1,831	2,664
Pork	50	—	130	143
Whiskey	217	155	38	371
Salt	1,172	2,555	163	25
Fish	—	50	—	40
Bushels—				
Corn	50	—	—	—
Peas and beans	—	—	25	24
Mineral coal	575	4,100	410	—
Pounds—				
Pork & bacon in bulk	38,030	13,338	5,757	37,987
Butter	—	—	—	3,240
Lard	—	—	8,474	31,400
Cheese	—	—	—	—
Pig iron	22,680	76,300	—	—
Castings	165,366	167,912	14,729	20,471
Pot and pearl ashes	—	—	—	—
Merchandize	1,186,138	996,797	45,000	45,102
Furniture	44,918	7,600	32,261	39,105
Extra baggage	—	—	2,717	—
Iron and nails	338,174	1,165,960	39,491	5,822
Cotton yarn	5,186	941	2,094	—
Machinery	69,526	21,354	3,325	—
Agric'l implements	2,979	—	—	—
Grindstones	29,539	17,614	1,720	—
Leather	1,080	—	4,996	—
Sundries	84,083	107,141	26,111	64,133
Feet lumber	15,000	10,971	40,931	58,889
No. Passengers	1,932	3,384	—	—
Miles traveled	47,784	80,775	—	—
Shingles	17,000	33,000	23,000	12,000
Hoop poles	—	—	109,240	127,026
Split and flat hoops	—	—	58,500	—

PIQUA—Continued.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
No. Staves and heading	—	—	83,893	86,577
Empty barrels	—	—	5,482	2,482
Brooms	—	—	2,400	—
Cords of wood	—	—	—	38
Millstones	6	—	—	—
Tons hay	—	—	—	5
Hhds. tobacco	26	2	—	—

A STATEMENT of most of the different kinds of property transported on the Warren County Canal, in 1839 and 1840.

COLLECTOR'S OFFICE AT LEBANON.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour		—		1,862
Whiskey		19		10
Salt		600	—	
Molasses		10	—	
Beef		—		100
Bushels—				
Wheat		—		300
Mineral coal		1,200	—	
Pounds—				
Pork & bacon (in bulk)		4,000	—	
Castings		12,055		1,200
Merchandize		67,495		3,805
Furniture		—		256
Iron and nails		52,329	—	
Machinery		8,200	—	
Agric'l implements		4,504	—	
Leather		1,821		4,500
Cut stone		20,000	—	
Sundries		6,226	—	
Feet of lumber		199,016	—	
Number—				
Passengers		2	—	
Shingles		656,000	—	
Hoop poles		2,900	—	
Live hogs		—		132
Cords of wood		20	—	

A STATEMENT of most of the different kinds of property transported on the Hocking Canal, from September 15, to Dec. 1, 1840.

COLLECTOR'S OFFICE IN LANCASTER.

Articles.	Arrived.		Cleared.	
	1830.	1840.	1840.	1840.
Barrels—				
Flour		—		274
Pork		42		67
Whiskey		—		218
Salt		3,938		1,641
Fish		6	—	—
Beef		—		1
Bushels—				
Wheat		—		17,908
Corn		—		893
Peas and beans		—		49
Clover & grass seed		—		73
Flax seed		—		427
Mineral coal		16,833		—
Lime		1,791		—
Pounds—				
Butter		—		27,384
Lard		—		583
Cheese		—		650
Castings		6,932		2,606
Gypsum		2,270		—
Merchandize		82,180		29,814
Iron and nails		5,555		4,856
Wool		—		407
Feathers		—		75
Cotton yarn		500		—
Dried fruits		—		1,700
Machinery		5,000		—
Cut stone		37,836		—
Sundries		13,059		14,643
Feet of lumber		85,633		14,900
Number—				
Shingles		18,250		43,000
Cords of wood		235		—
Brooms		—		30
Hhds. of tobacco		2		21

A STATEMENT of most of the different kinds of property transported on the Muskingum Improvement, from Zanesville to Dresden from September 15, to December 1, 1840.

COLLECTOR'S OFFICE IN ZANESVILLE.

Articles.	Arrived.		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	—	—	—	23,494
Whiskey	—	18	—	105
Fish	—	11	—	—
Salt	—	205	—	1,705
Molasses	—	106	—	—
Oil	—	3	—	—
Bushels—				
Corn	—	4,069	—	—
Flaxseed	—	—	—	238
Pounds—				
Pig iron	—	236,190	—	—
Sugar	—	—	—	1,000
Merchandize	—	397,385	—	39,784
Butter	—	—	—	3,000
Feet lumber	—	64,450	—	—
No. shingles	—	18,000	—	—
Cords of wood	—	58	—	—

A STATEMENT of most of the different kinds of property transported on the Wabash and Erie Canal, from Maumee to the head of the rapids, from November 1, to December 1, 1840.

COLLECTOR'S OFFICE AT MAUMEE.

Articles.	Arrived,		Cleared.	
	1839.	1840.	1839.	1840.
Barrels—				
Flour	—	—	—	591
Pork	—	—	—	87
Whiskey	—	—	—	68
Salt	—	—	—	337
Fish	—	—	—	17
Cider & Beer	—	—	—	31
Pounds—				
Butter	—	—	—	588
Cheese	—	—	—	495
Castings	—	—	—	27,847
Merchandize	—	—	—	131,423
Furniture	—	450	—	9,453
Extra baggage	—	400	—	4,105
Iron & nails	—	—	—	8,702
Dried fruits	—	—	—	1,535
Agricult'l implem'ts.	—	—	—	2,092
Grind stones	—	—	—	5,574
Leather	—	—	—	2,993
Feet—				
Lumber	—	650	—	1000
Number—				
Passengers	—	41	—	164
Miles traveled	—	638	—	2,784
Shingles	—	—	—	1,300
Empty barrels	—	2	—	6
Cords of wood	—	47		

